

I-66 Transit/TDM Study

**Public Information Meetings
September 2009**

Overview

- ❑ Study Context
- ❑ Existing Conditions
- ❑ General Travel Forecasts
- ❑ Stakeholder Interviews and Market Research
- ❑ Study Recommendations - Proposed Infrastructure and Services
- ❑ Preliminary Findings
- ❑ Next Steps

Genesis of the I-66 Transit/TDM Study

- ❑ Congestion along the Corridor has been documented in previous studies as an existing and future problem
- ❑ Commonwealth and Congressional members acknowledged need to advance findings from previous studies and address local requests for multimodal corridor studies
- ❑ The Virginia Department of Rail and Public Transportation (DRPT) has initiated the first multimodal corridor study, called the I-66 Transit/Transportation Demand Management (TDM) study to examine improvements along the Corridor from D.C. to Haymarket

Study Overview

❑ Study Goal

To identify more transportation choices through transit and transportation demand management (TDM) enhancements that will increase mobility in the I-66 corridor

❑ Study Scope

- Study the I-66 corridor from Washington D.C., to Haymarket
- Evaluate short- and medium-term transit and TDM improvements and make recommendations
- Managed by DRPT in coordination with a Technical Advisory Committee consisting of local, state, regional and federal jurisdictional/agency staff

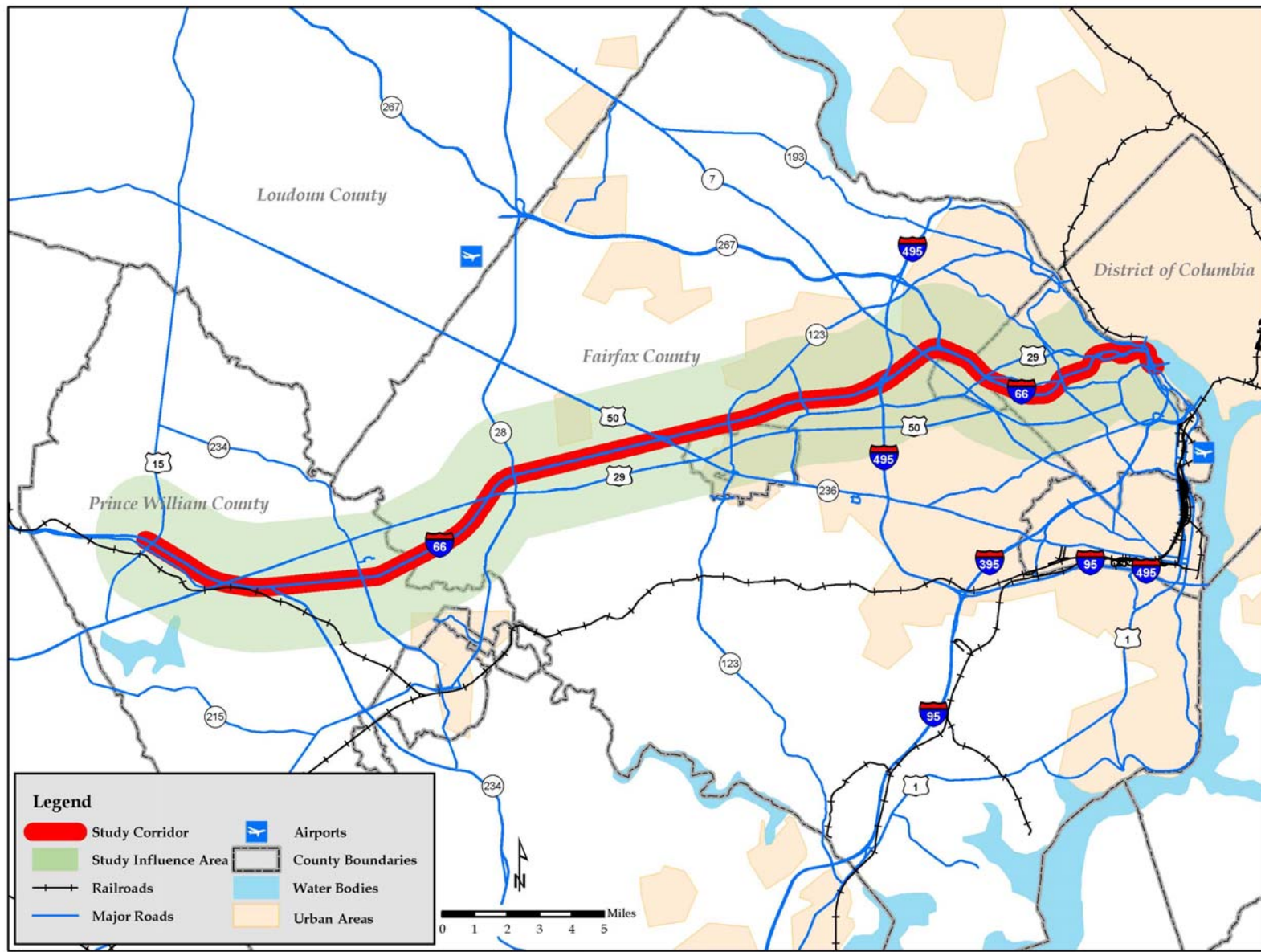
Study Team

- ❑ Conducted by DRPT in coordination with a Technical Advisory Committee (TAC)

- ❑ TAC Members

- Review and provide comments on study scope and all deliverables
- Transit operators and government agencies:
 - Arlington County
 - City of Fairfax
 - City of Falls Church
 - City of Manassas
 - District of Columbia
 - DRPT
 - Fairfax County
 - Loudoun County
 - Metropolitan Washington Council of Governments (MWCOG)
 - Northern Va. Transportation Commission (NVTC)
 - Prince William County
 - Potomac and Rappahannock Transportation Commission (PRTC)
 - Virginia Dept. of Transportation (VDOT)
 - Virginia Railway Express (VRE)
 - WMATA (Metro)

Study Corridor Map



September 2009

Existing Conditions

❑ I-66 Corridor, Outside Capital Beltway:

- 198 buses per day
- Orange Line Metrorail service
- 47% of commuter trips are going to D.C. core on transit

❑ I-66 Corridor, Inside Capital Beltway:

- 144 buses per day
- Orange Line Metrorail service
- 75% of commuter trips are going to D.C. core on transit

General Travel Forecasts

❑ From 2005 to 2030:

- Commuter trips originating in the corridor increase by 22%
- Commuter trips destined to the corridor increase by 40%
- The relatively larger increase in destinations in the corridor are reflective of expanded suburban job opportunities
- That is, travel patterns change with less emphasis on “downtown” commutes

❑ Despite the gradual shift in commuter patterns, transit mode share from the I-66 corridor remains high (greater than 60%)

❑ Transit market potential remains greatest for commuter trips, thus the near-term development of priority bus infrastructure and services is focused on commuter trips

Key Stakeholder Interviews

- ❑ Over 40 stakeholders were interviewed about their preferences for mobility in the I-66 corridor
- ❑ Key stakeholders included:
 - Elected and appointed officials
 - Homeowner and civic associations
 - Chambers of commerce
 - Northern Virginia Realtors Association
 - Metro, Potomac Rappahannock Transportation Commission (OnmiRide), Rideshare

Key Stakeholder Interview Findings

- ❑ Traffic congestion in the I-66 corridor should be addressed as soon as possible
- ❑ There is not just one solution to traffic congestion but rather a mix of improvements will be needed
- ❑ Recommended improvements include:
 - Improved HOV – hours of use, number of people required, consistency of regional networks, and reverse usage
 - Improved bus service including priority bus options until Metrorail can be expanded
 - Increased capacity at park and ride lots
 - Increased cooperation between agencies
- ❑ Implementing elements of Bus Rapid Transit (BRT) was considered by most to make good sense for this region as a low cost alternative to rail or a precursor to rail

Market Research Findings

- ❑ Objectives of the market research were to:
 - Understand current travel patterns
 - Identify factors guiding commuting decisions
 - Identify interest in potential transit/TDM improvements in the I-66 corridor

- ❑ Key Findings:
 - The **most important factors** in choosing transit modes are:
 1. Time savings
 2. Cost savings
 3. Service reliability
 - 66% of those who drive alone expressed interest in shifting to transit
 - BRT with limited stops is an attractive option
 - Improved access to stations will improve usage

Preliminary Findings

- ❑ Enhancing priority bus infrastructure and services contributes to transportation choices and improved mobility
- ❑ D.C., Rosslyn-Ballston, and Tysons Corner are major transit destinations
- ❑ Express services are most attractive
 - Operating express bus service to D.C. through the Ballston Station area generates significant ridership
 - Metrobus Express service on U.S. 29 and U.S. 50 offers 35 minutes of travel time savings

Preliminary Findings

(Continued)

- ❑ Improved convenience and comfort amenities help attract more riders
- ❑ Reliable travel time performance of the HOV lane would enhance the transit ridership potential in the corridor
- ❑ Expanding park and ride opportunities is important to growing transit ridership
- ❑ Land use will play a critical role in determining the corridor transit usage potential

Preliminary Findings

(Continued)

❑ Vienna Metrorail direct access ramp

- Proposed ramp from HOV lane at Vaden Drive provides fast and direct transit access to the station
- Yields about 5 minutes of transit travel time savings and operational efficiencies
- Eliminates merging and weaving movements across general-purpose lanes, helping reduce congestion
- Recommended to move immediately toward preliminary engineering

Preliminary Findings

(Continued)

❑ Important complementary transit services

- Dulles Corridor Metrorail will benefit the I-66 corridor
 - Serves the strongest reverse transit markets
 - Becomes attractive option for some I-66 corridor commuters
- Route 28 Corridor needs further study as to appropriate transit infrastructure and services

Study Recommendations – Proposed Infrastructure

❑ ALL

- Proposed infrastructure does not preclude future rail transit service
- Proposed station locations will be selected with consideration of potential future rail service (i.e., can serve as future multimodal centers)

❑ 2015

- Enhance park and ride facilities, such as expanding existing Stringfellow Road lots and constructing new Cushing Road lot
- Implement recommendations from forthcoming VDOT I-66 HOV Lane Operational Study
- Construct direct access ramps from HOV lane at Vienna Metrorail Station, Stringfellow Road, and Monument Drive
- Dulles Corridor Metrorail opened to Wiehle Avenue

❑ 2030

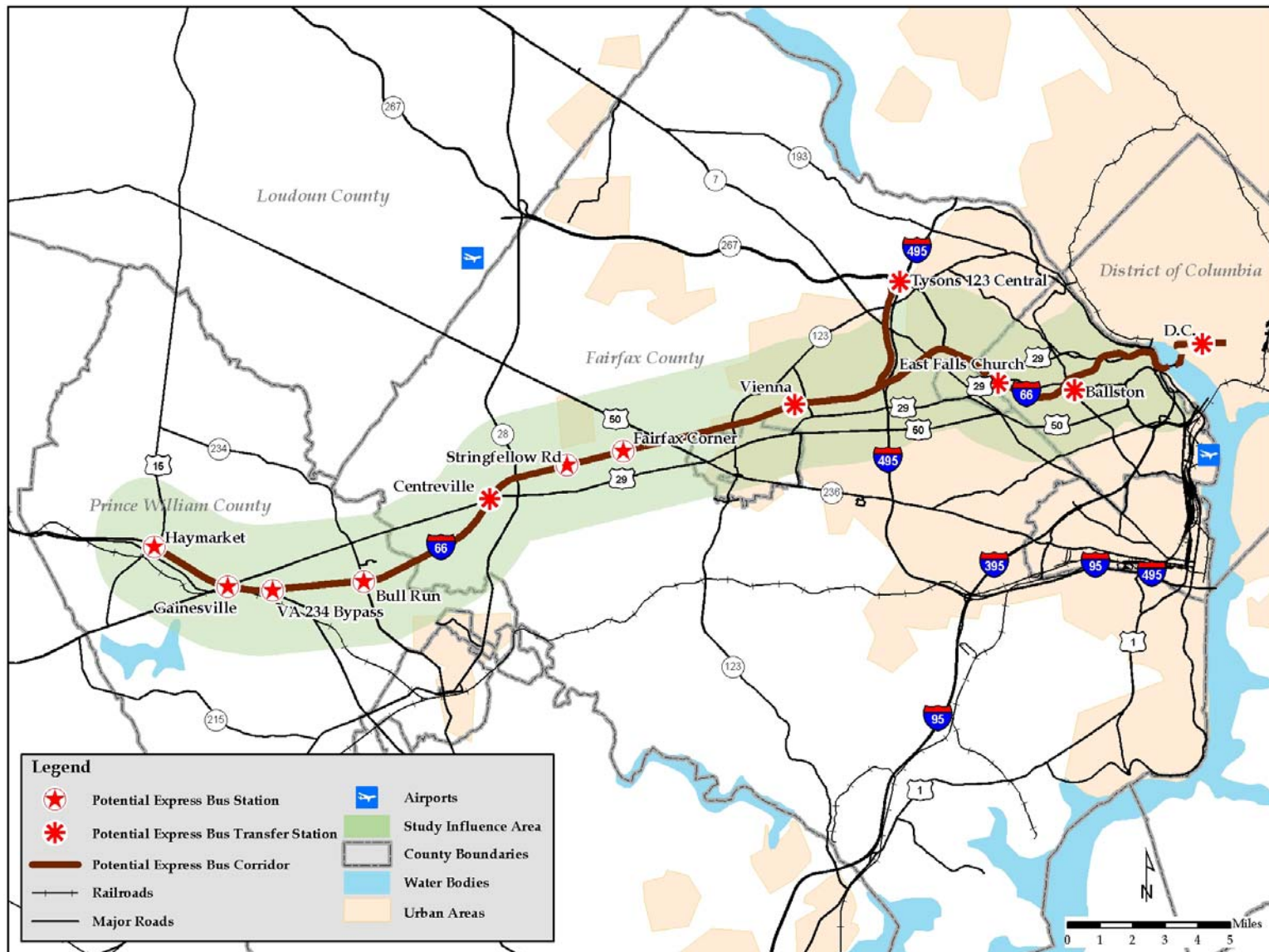
- Further expand existing corridor park and ride lots and potentially construct new lots
- Construct direct access ramps from HOV lane at additional locations, including (potentially) Centreville, Bull Run, VA 234, and Haymarket
- Dulles Corridor Metrorail opened to Dulles Airport and Loudoun County

September 2009

Study Recommendations - Proposed Services

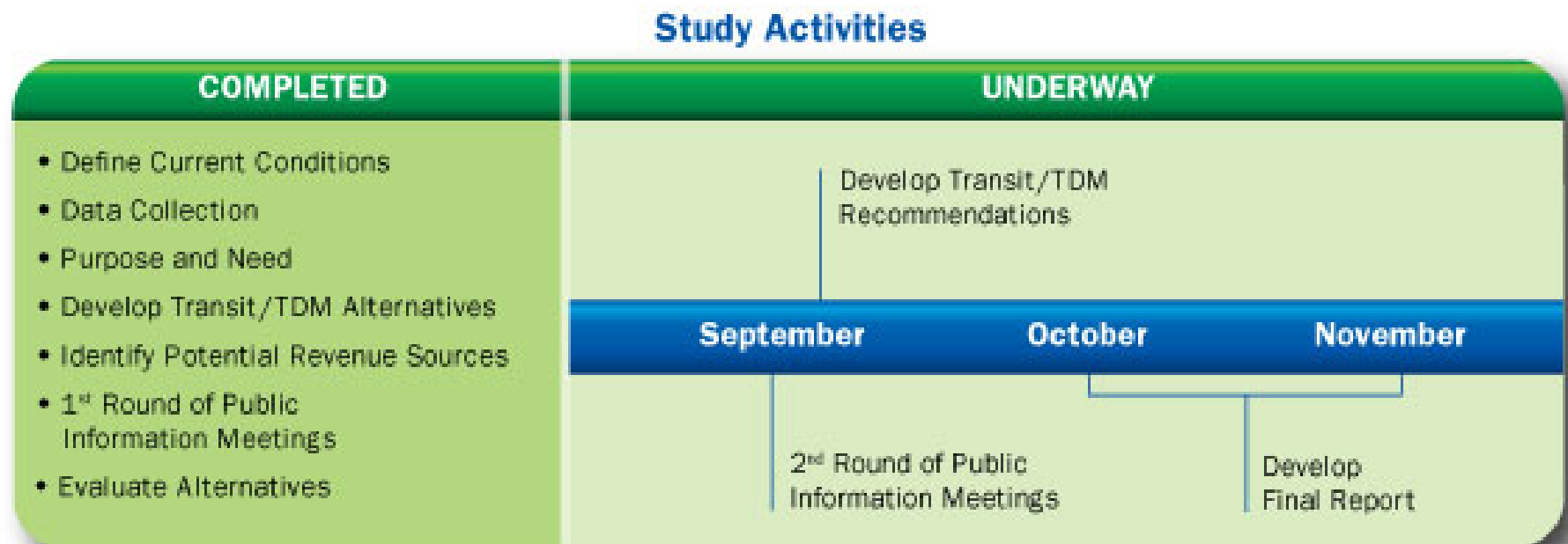
- ❑ Improvements to the corridor priority bus services
 - Traveler information system upgrades (e.g., next bus, message notification)
 - Customer comfort and productivity amenities (e.g., seating at stations, WiFi service)
- ❑ Increased service levels of bus services
 - Higher frequency of service (shorter wait times) on selected routes (OmniRide Linton Hall to D.C., Manassas OmniLink, Manassas Park OmniLink, and WMATA Columbia Pike-Farragut Square Line)
 - New express service on U.S. 29 and U.S. 50 (Metrobus Express services)
- ❑ Expanded transit destinations served
 - More service direct to Tysons Corner
 - More bus service into D.C.
- ❑ Enhanced transit-supportive transportation demand management (TDM) strategies
 - Rideshare programs
 - Transit information programs

Stations and Parking



September 2009

Next Steps



Next Steps

(Continued)

- ❑ This study is a first step toward implementing transit and TDM improvements along the I-66 corridor
- ❑ Results will be used to develop project-specific plans to implement enhanced transit and TDM services over the next 5 to 15 years
- ❑ This study's results will inform the I-66 Multimodal Studies which are underway...
 - Attributes study draft report due spring 2010
 - Key issues draft report due spring 2010
 - Draft NEPA document(s) due 2011

Stay Involved

Provide Comments on the Study

- Mail comments to:
DRPT Public Information Office
600 E. Main St., Suite 2102
Richmond, VA 23219
- E-mail comments to drptpr@drpt.virginia.gov
- Comments will be accepted until October 9, 2009



Virginia Department of Rail and Public Transportation

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